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ALTERATIONS			
NAVY YARD	DATE	DESCRIPTION	APPROVED
N.Y.P.S.	FEB. 18 1937	BOOKLET REVISED TO CONFORM WITH CORRECTED BOOKLET FORWARDED BY NORFOLK LETTER# CA 34/SI-3 (MDH) OF 13, JAN. 1937	RJE 2/18/37
N.Y.P.S.	5-5-38	CORRECTED TO APRIL 11 th 1938. DIESEL FUEL OIL SERVICE TANK D-9012-F ADDED IN INNER BOTTOM FEB 103-102 STAKE ACCESS B.P.M.H. ADDED IN AFTER GYRO ROOM. COMBAT AREA ALTERED. ESCAPE SCUTTLES IN HATCH COVERS ON 2 nd , MAIN & UPPER DECKS, ADDED. FOR# 2 & AFTER FIRE CONTROL STATIONS EXTENDED. AND OTHER MINOR CHANGES NOTED	RJE 5/5/38
N.Y.P.S.	11-7-38	COMM. PLATE - DELETED 5 th A.A. READY SERVICE BOX 7-32-543 DK OVER HANGAR - ADDED 12'-0" PUNT FR 36-37 P. - DELETED 12'-0" PUNT FR 36-37 S. UPPER DK - DELETED GARBAGE HATCH FR 78-80 E & 16'-0" DINGHY FR 104-105. MAIN DK - ADDED REQUEST TO FLAG OFF OFFICE FR 58-58 P. 2 nd DK - CHANGED IN LEVITS OFFICE TO SHIP'S SERVICE OFFICE FR 38-41 S. 1 st PLATE: D-418-A CHANGED TO GAS MASKS, D-310-A TO PROVISIONS, AND PROVISIONS DELETED FROM D-311-A. ALSO OTHER MISCL. MINOR CHANGES.	WKL 11/6/38
P.S.M.Y.		TRACING CORRECTED TO AGREE WITH MARKED PRINT FORWARDED WITH COMDE P.L.2 LETTER CA 34/SI-3(27-345080) OF AUG. 21, 1941	AC 9/1/41

U.S.S. ASTORIA

HEAVY CRUISER N°CA 34.

RESTRICTED

BOOKLET
OF
GENERAL PLANS
PREPARED AT NAVY YARD, NEW YORK.
BY
CENTRAL DRAFTING OFFICE

OF

GENERAL PLANS

PREPARED AT NAVY YARD, NEW YORK.

BY
CENTRAL DRAFTING OFFICE

NUMBER & ORDER OF SHEETS
COVER
GENERAL INFORMATION
OUTBOARD PROFILE
INBOARD PROFILE
BRIDGES
UPPER DECK
MAIN DECK
SECOND DECK
1 ST PLATFORM DECK
2 ND PLATFORM DECK
HOLD
DOUBLE BOTTOM

IN CHARGE OF WORK E. C. Friend
 DELINEATOR - W. TOWER
 TRACER - W. TOWER
 CHECKED W. E. G.
O. M. Merrill
 CHIEF DRAFTSMAN
 DATE Jan 5 '33

BASIC C & R. NO. 202031
C & R. NO. 180104

LENGTH BETWEEN PERPENDICULARS	578'-0"
LENGTH OVER ALL	588'-0"
BREADTH MOLDED EXTREME (FRS 77-79) AT D.W.L.	60'-13"
DRAFT ABOVE BOTTOM OF KEEL (DESIGNED)	21'-7"
OUTBOARD SHAFTS INCLINE DOWN & AFT AT ANGLE OF	2°25'-37"
INBOARD SHAFTS INCLINE DOWN & AFT AT ANGLE OF	2°16'-0"
OUTBOARD SHAFTS DIVERGE FROM & OF SHIP AFT AT ANGLE OF	3°22'-17"
INBOARD SHAFTS DIVERGE FROM & OF SHIP AFT AT ANGLE OF	0°40'-35"
& OUTBOARD SHAFTS AT FR. 92 FROM & OF SHIP	15'-2"
& OUTBOARD SHAFTS AT FR. 121 FROM & OF SHIP	27'-0"
& INBOARD SHAFTS AT FR. 103 FROM & OF SHIP	8'-7"
& INBOARD SHAFTS AT FR. 133 FROM & OF SHIP	10'-0"
& OUTBOARD SHAFTS ABOVE BOTTOM OF KEEL AT FR. 92	11'-8"
& OUTBOARD SHAFTS ABOVE BOTTOM OF KEEL AT FR. 121	6'-9"
& INBOARD SHAFTS ABOVE BOTTOM OF KEEL AT FR. 103	11'-6"
& INBOARD SHAFTS ABOVE BOTTOM OF KEEL AT FR. 133	6'-9"
OUTBOARD SHAFTS RAKE DOWN	30862 IN. PER FT.
INBOARD SHAFTS RAKE DOWN	47500 IN. PER FT.
OUTBOARD SHAFTS RAKE OUT	70689 IN. PER FT.
INBOARD SHAFTS RAKE OUT	14166 IN. PER FT.
INBOARD SHAFTS MEET ON & 40.493' ABOVE BOTTOM OF KEEL & 35.055' FORD OF A.P.	
INBOARD SHAFTS CROSS BOTTOM OF KEEL	749.926' AFT OF A.P.
OUTBOARD SHAFTS MEET ON & 15.829' ABV. BOT. OF KEEL & 470.468 FORD OF A.P.	
OUTBOARD SHAFTS CROSS BOTTOM OF KEEL	70.292' AFT OF A.P.
CENTER OF OUTBOARD SCREWS FORD OF A.P.	94'-0"
CENTER OF INBOARD SCREWS FORD OF A.P.	46'-0"
RUPPER AXIS FORD OF A.P.	34'-0"
LEADING EDGE STRUTS FORD OF A.P. (INBOARD SHAFT)	53'-11"
LEADING EDGE STRUTS FORD OF A.P. (OUTBOARD SHAFT)	101'-11"

DECK OVER HANGAR-TOP OF PLATING	33-10
MACHINE GUN PLATFORM AFT.-TOP OF PLATING	44-10
UPPER DECK AT STEM	28-10
MAIN DECK AT STERN	16-10
MAIN DECK AT FRS 64 TO 96 INCL (AT SIDE)	12-72

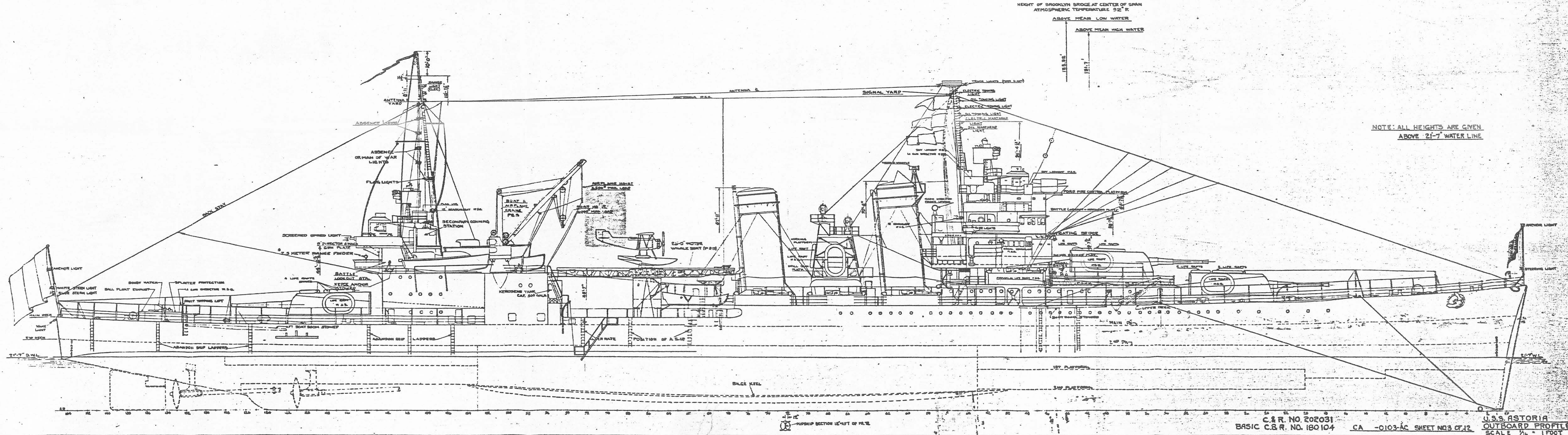
		MEN	
		EACH	TOTAL
2	40 FOOT MOTOR LAUNCHES	90	180
1	36 FOOT MOTOR LAUNCH	70	70
3	35 FOOT MOTOR BOATS	27	81
1	30 FOOT SAILING WHALE BOAT	40	40
2	26 FOOT MOTOR WHALE BOATS	24	48
2	12 FOOT PUNTS		
7	60 PERSON CAPACITY BALSA RAFTS	60	420
7	40 PERSON CAPACITY BALSA RAFTS	40	280
7	25 PERSON CAPACITY BALSA RAFTS	25	175
TOTAL ACCOMMODATION			1294

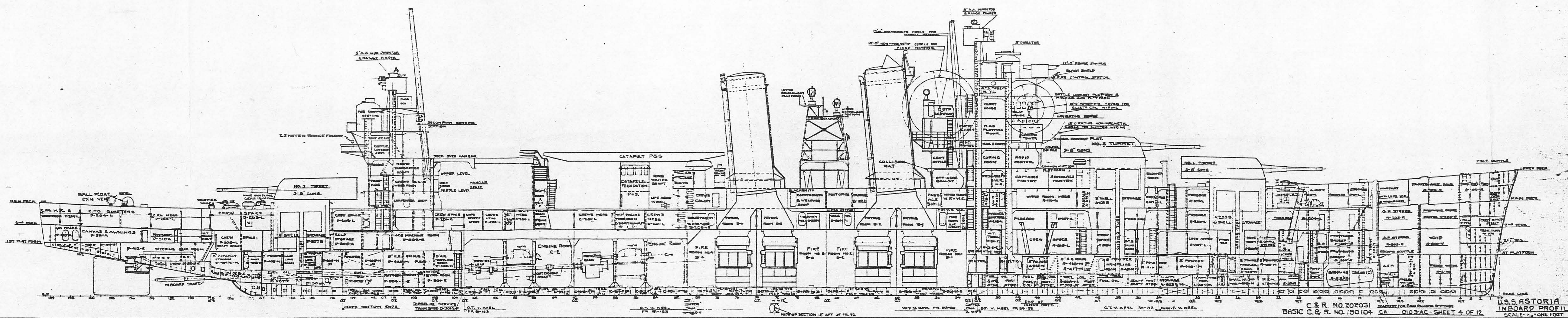
LOCATION	NO.	LOCATION	NO.
DK. OVER HANGAR FR. 108 (S)	2	2 ND DK FR. 194 (P); FR. 31 (S);	
COMMUN. PLATFORM FR. 45 (S)	1	FR. 52 (P); FR. 67 (S); FR. 81 (S);	
UPPER DK FR. 12 (S); FR. 32 (S)		FR. 110 (S); FR. 127 (S)	3
FR. 53 (P); FR. 70 (S)	5	1 ST PLAT FR. 28 (P); FR. 47 (S);	
MAIN DK FR. 14 (P); FR. 51 (S); FR. 53 (P);		FR. 110 (S); FR. 127 (S)	5
FR. 70 (S); FR. 81 (S); FR. 112 (S); FR. 124 (S)	3	2 ND PLAT FR. 26 (S); FR. 36 (S);	
		FR. 47 (S); FR. 103 (S); FR. 119 (S)	5
		TOTAL NO. OF FIRE PLUGS	34

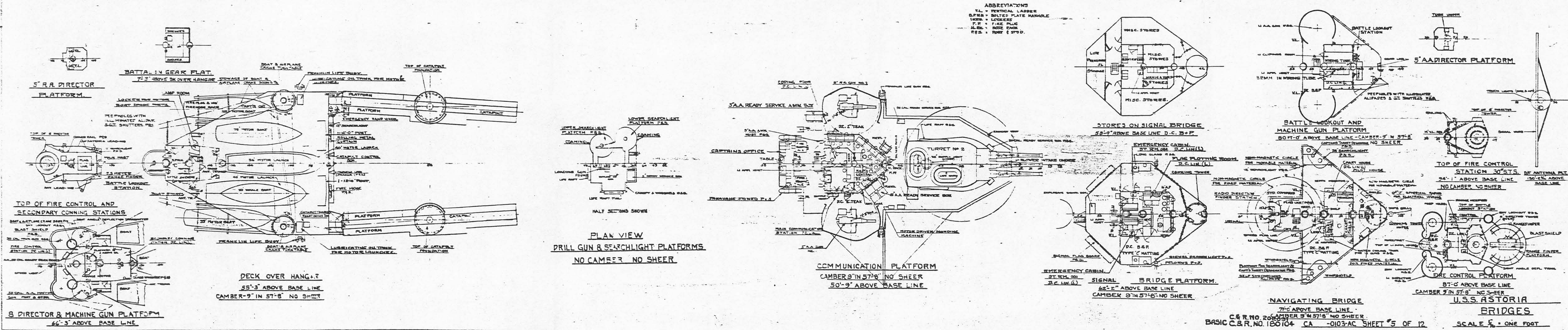
CAPTAIN _____	1	CHIEF PETTY OFFICERS _____	38
EXECUTIVE OFFICER _____	1	CREW _____	859
WARDROOM OFFICERS _____	33	MARINES _____	41
WARRANT OFFICERS _____	9	TOTAL _____	938
TOTAL _____	44		

ADDITIONAL COMPLEMENT FOR FLAG SHIP			
REAR ADMIRAL _____	1	CHIEF PETTY OFFICERS _____	2
		CREW _____	40
WARDROOM OFFICERS _____	4	MARINES _____	6

D/F ANTENNA PLATFORM	108-7 1/2
TOP OF FLAG & PENNANT STAFF CAR MAINMAST	123-7 1/2
& OF TRUCK LIGHT ON D/F ANTENNA PLATFORM	109-1 1/2
TOP OF TRUCK LIGHT ON MAINMAST	113-7 1/2
ELEC. MASTHEAD LIGHT FOREMAST (LOF LIGHT)	94-9 1/2
ELEC. RANGE LIGHT MAINMAST (LOF LIGHT)	109-10 1/2
BATTLE LOOKOUT PLATFORM (FORD)	58-7 1/2
AFTER BATTLE LOOKOUT PLATFORM	33-10 1/2
NAVIGATING BRIDGE-TOP OF PLATING	49-7 1/2
COMMUNICATION PLATFORM-TOP OF PLANKING	29-6 1/2
MIDSHIP SEARCHLIGHT PLATFORM	49-10 1/2

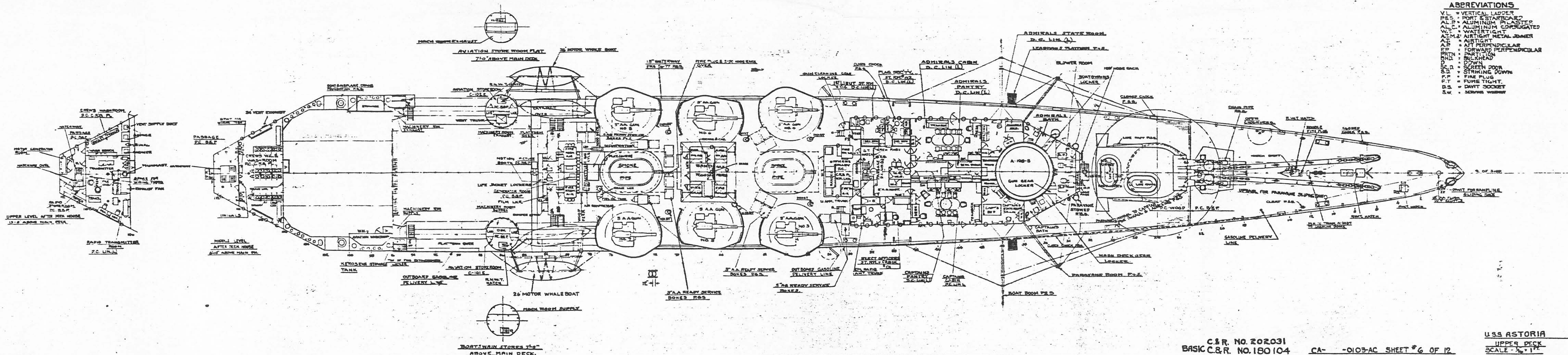


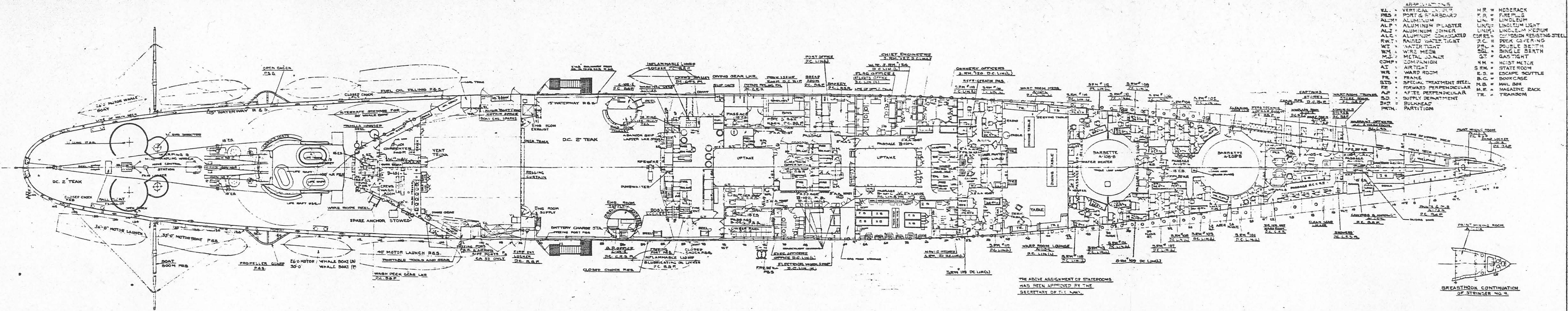




ABBREVIATIONS

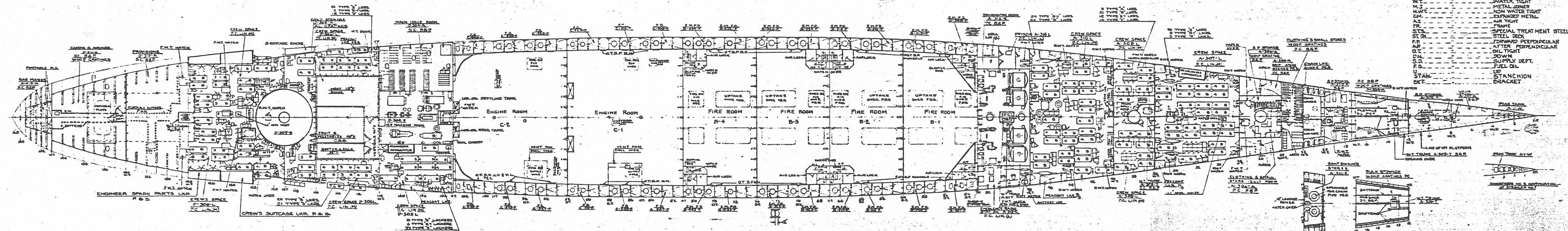
- V.L. = VERTICAL LADDER
- P.S. = PORT & STARBOARD
- A.L.P. = ALUMINUM PLATED
- A.C. = ALUMINUM CORRUGATED
- W.T. = WATERTIGHT
- A.T.M. = AIRTIGHT METAL JOINT
- A.T. = AIRTIGHT
- A.P. = AFT PERPENDICULAR
- F.P. = FORWARD PERPENDICULAR
- PRTN = PARTITION
- B.H. = BULKHEAD
- D. = DOWN
- S.C.D. = SCREEN DOOR
- S.D. = STRIKING DOWN
- F.P. = FIRE PLUG
- F.T. = FUME TIGHT
- D.S. = DAVIT SOCKET
- S.W. = SERVING WARE

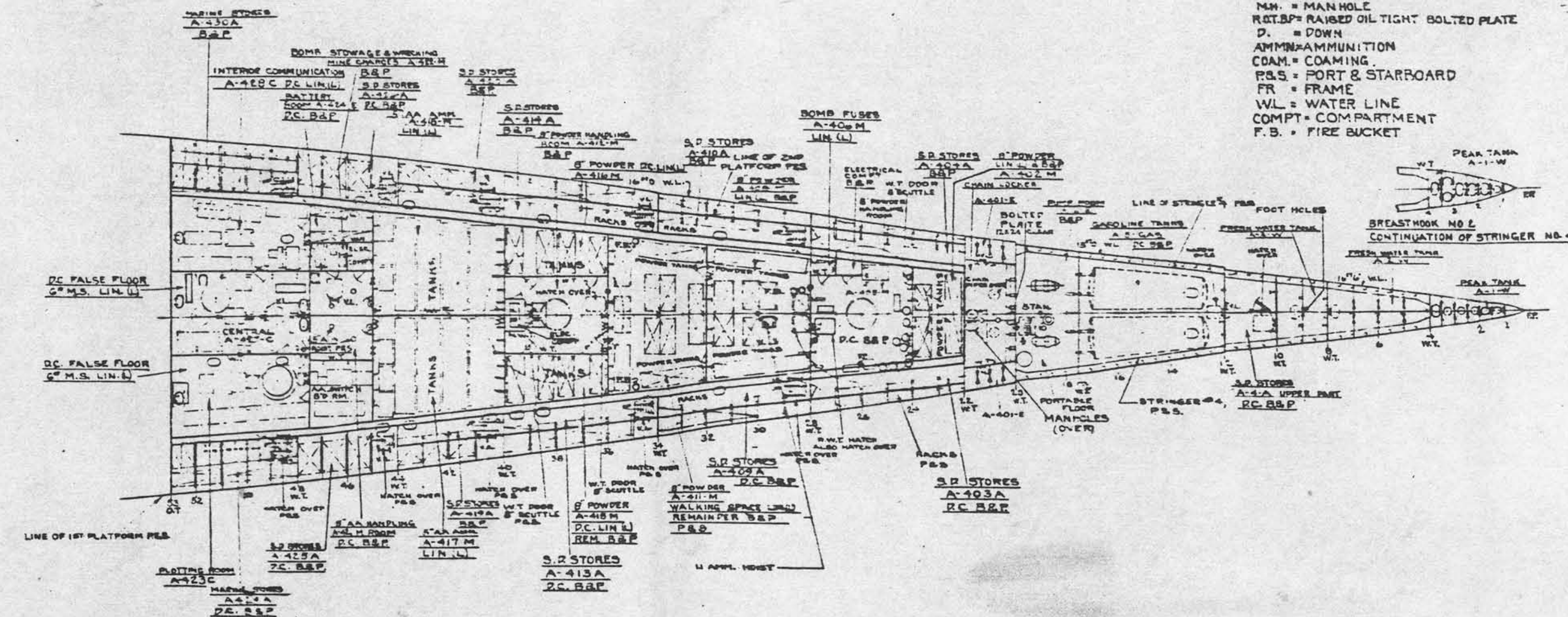
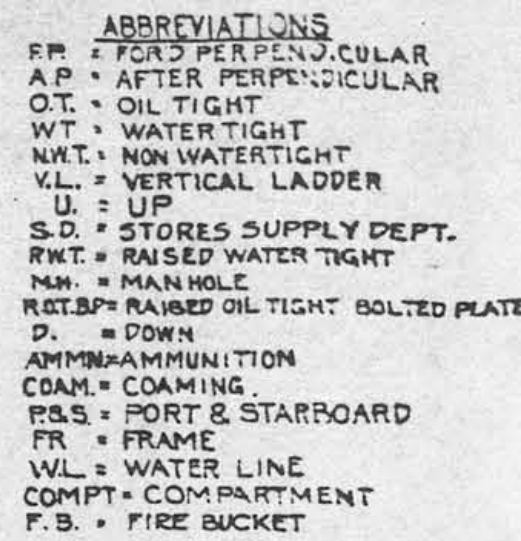


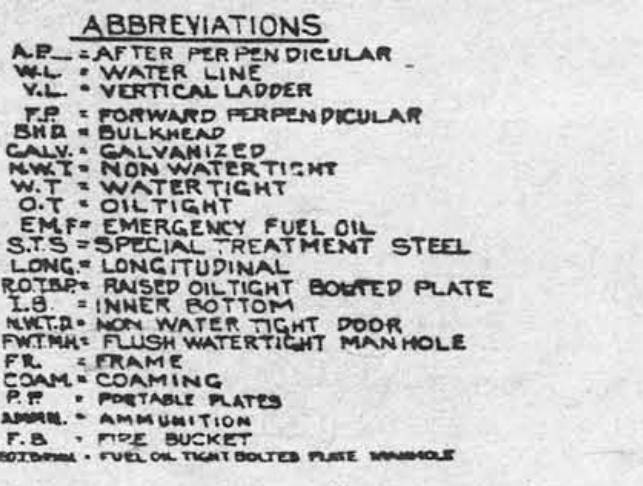


MR	MOSE RACK	BSP	BAR & PAINTED
FR	FIRE PLUG	VL	VERTICAL LADDER
EME	EMERGENCY FUEL OIL	PBS	PORT & STARBOARD
OT.B.R.M.	OUTRIGHT SOLID PL. BRASSHOLE	BHD	BULKHEAD
		ALUM	ALUMINUM
		ALP	ALUMINUM PLASTER
		ALJ	ALUMINUM JOINER
		ALC	ALUMINUM CORRUGATED
		F.W.T.	FLUSH WATER TIGHT
		R.W.T.	RAISED WATER TIGHT
		W.T.	WATER TIGHT
		M.J.	METAL JOINER
		N.W.T.	NON WATER TIGHT
		EM	EXPANDED METAL
		AT	AIR TIGHT
		FR	FRAME
		STS	SPECIAL TREATMENT STEEL
		ST DK	STEEL DECK
		F.P.	FORWARD PERPENDICULAR
		AP	AFTER PERPENDICULAR
		OT	OIL TIGHT
		DN	DOWN
		S.D.	SUPPLY DEPT.
		F.O.	FUEL OIL
		U	UP
		STAN	STANCHION
		BKT	BRACKET

<u>CLOTHING & SMALL STORES</u>	
<u>WOOD GRATINGS</u>	
<u>P.C. B&P</u>	
<u>STAINLESS</u>	<u>CHAIN LIFT</u>
<u>10 PLY</u>	<u>ANGLE PLY</u>
<u>BP</u>	
<u>STAINLESS</u>	<u>P.C. B&P</u>







ABBREVIATIONS

<u>Q.T.</u>	DENOTES	OIL TIGHT
<u>W.T.</u>	"	WATER TIGHT
<u>N.W.T.</u>	"	NON-WATER TIGHT
<u>BMD</u>	"	BULKHEAD
<u>EM & EMER</u>	"	EMERGENCY
<u>RES</u>	"	RESERVE
<u>LONG. & LONGL.</u>	"	LONGITUDINAL
<u>VL</u>	"	VERTICAL LADDER
<u>WL</u>	"	WATER LINE
<u>V.K.</u>	"	VERTICAL KEEL
<u>F.O.</u>	"	FUEL OIL

